

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5698

星期六月一十年三十三緒光

TUESDAY, DECEMBER 10, 1907.

二拜禮

號十月二十年十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit:—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....GOLD \$3,350,000
RESERVE FUND.....GOLD \$3,350,000
".....ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.
" 6 " 3 " " "
" 3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow.
Kobe Peking Singapore Tientsin.
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne) Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on term which may be
loaned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 15,000,000 (G. 3,750,000).

RESERVE FUND Fl. 5,375,000

Head Office:—AMSTERDAM.

(Head Agency:—BATAVIA.)

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samatanga, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroenen, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achene), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Said, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 " 3% " "
Do. 3 " 2% " "

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [29]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS:—
Sterling.....\$1,000,000 at 2/- = \$10,000,000
Silver.....\$11,750,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Goett, Esq.

A. Haupt, Esq.

C. R. Lenman, Esq.

A. J. Raymond, Esq.

E. Shalim, Esq.

R. Shewan, Esq.

H. A. W. Slade, Esq.

H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong:—J. R. M. SMITH.

MANAGER:

(Shanghai:—H. E. R. HUNTER.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [2]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND.....£1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS.....£ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (G. 3,750,000).

Subscribed Capital Fl. 10,000,000 (Paid-up).

Reserve Fund.....Fl. 2,112,570.36 (G. 176,048).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang,
Indramajoe, Bandong, and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan,
Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bombay,
Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.
(Swiss Bankverein).

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BOETTJE,

Manager.

16, Des Vaux Road Central.

Hongkong, 19th July, 1907. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [20]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO MAIL ON	REMARKS
SHANGHAI	DELHI	About 13th Dec.	Freight and Passage.
LONDON, &c., via usual Ports	Capt. J. D. Andrews, R.N.R.	14th Dec. Noon.	Freight and Passage.
MAKSEH LIES, LONDON and ANTWERP	Capt. R. A. Peters	About 18th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 22nd Dec.	Freight and Passage.

For Further Particulars, apply to

R. A. HEWETT, Superintendent.

Hongkong, 10th December, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.
COAL VASE TONGS.
FIRE SCREENS. FIRE GUARDS

LANE, CRAWFORD & CO. [15]

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [18]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 15th December.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare.....\$4.00

" " " ".....\$1.00

" " " ".....\$0.50

Single ".....\$0.25

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday Morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary.

Hongkong, 9th December, 1907. [16]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,
THE MUTUAL STORES,
and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [30]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS, 2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS
from \$60.

Also Furs, Feather Boas, Trimmings, &c. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [545]

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager. [26]

Hongkong, 21st June, 1907.

VICTORIA HOTEL,

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

(HONGKONG-CANTON LINE)

S.S. "HONAN" 2,361 tons Captain H. D. Jones.
 "POWAN" 2,358 " " H. I. Black.
 "KINSHAN" 2,200 " " C. V. Lloyd.
 "HEUNGSHAN" 1,998 " " R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.
 On Sunday and Tuesday... 2 night " " " 11 P.M.
 On Monday..... 2 " " " 10 and 11 P.M.
 On Wednesday..... 2 " " " 10 P.M.
 On Thursday..... 2 " " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.
CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SU-FAN" 1,651 tons Captain W. A. Valentine.
 "SU-TAI" 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM-NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 583 tons Captain S. Bell Smith.
 "NANNING" 589 " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.WEST RIVER BRITISH STEAMSHIP COMPANIES.
HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—
BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:
 "CHEF" HONGKONG.
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
 Proprietor.
 1904

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Snotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kirchhoff	WEDNESDAY, Noon, 18th Dec., 1907.
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 18th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minssen	THURSDAY, 5 P.M., 2nd Jan., 1908.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of Dec., 1907.
EUROPE VIA PORTS OF CALL	"SACHSEN" Capt. Wolke nas	About WEDNESDAY, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th December, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 10th December, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

Studio at No. 14, D'ARQUER STREET.

REASONABLE FEE.

Consultation Free.
Hongkong, 10th Dec., 1907.Dr. M. H. CHAUN,
THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1907.

BANK CLERK AS BURGLAR.

DARING ROBBERY AT OSAKA.

The *Japan Chronicle* of 29th ult. says:—The Nishi Police, Osaka, received information at the beginning of the week to the effect that the 5th Bank at Kita-Horiye, Osaka, had been entered by burglars who had managed to open the safe and had got away with ¥5,000 in cash. Inspector Akahani and some detectives immediately visited the bank premises and found that the safe had been opened and the contents had disappeared. The front doors of the premises had been left open, but there were few signs which indicated that the burglar or burglars had entered from the outside. The detectives in considering all the circumstances were convinced that someone who was well acquainted with the premises had been responsible for the theft. It was subsequently found that Noyami Masuro, the clerk in charge of the general office section of the bank, should have been on duty during the previous night, but another clerk, named Tetsugai Shizuo, took duty instead. This fact, taken in connection with other circumstances, strengthened the suspicions which the police officials entertained against these two men, and they proceeded to search their houses. Nothing in proof of the suspicions could be found in the house of Noyami, but secreted in the stone wall of a house next door to the residence of Tetsugai was found \$4750 in notes wrapped in a piece of calico. On this discovery being made the two bank clerks could no longer plead innocence and they were immediately arrested, subsequently making a full confession.

It appears that Noyami made up his mind about a week ago to steal a certain sum of money, which was expected to be received by the bank on Saturday, and one day he accompanied Tetsugai to a restaurant and in the course of refreshment disclosed his intentions, on the understanding that the money stolen should be divided between them. Tetsugai agreed to become an accomplice. On Sunday night Tetsugai was on duty and some of the other clerks remained in the office with him. Early in the evening Noyami entered the office, bringing with him an abundant supply of sake and beef, liberally entertaining all present, with the result that every one became intoxicated and before long most of those who had been entertained were asleep. While the feast was in full swing, Noyami made his way, without the knowledge of the others, to the safe and opened it with the key which he had in his charge, extracting the money. He went away, leaving the safe open. Tetsugai got up early in the morning and opened some of the front doors, at the same time strewing a number of articles about the floor to make it appear as if burglars had entered the bank, and then gave the alarm. The plot was somewhat clumsily arranged and the detectives proved too good for the amateur burglars.

QUOITS AND THEIR ORIGIN.

The New English Dictionary tells us that the origin of the word "quoit" is doubtful, adding, amidst numerous medieval examples of the use of the word, a possible French source, and refers to the "discus" throwing of the Romans.

It is probable, however, that this ancient and (alas!) rapidly dying old English game had a very different origin—namely, in the sports of our Saxon ancestors—and was neither French nor Roman.

Moreover, the word "quoit" itself has no very different pronunciation to the "platt-Düsch" word "kloot." And "kloot-shooting" or "ice-bowling" (eis-bosseln) is still the national game of Friesland (whence came our Saxon ancestors), and also to a less extent of Holstein (whence came the Angles). A somewhat similar ancient game called "Tridde" obtains along the Baltic coast, and its pronunciation also is very similar. The main difference is that "kloots" is played with a wooden ball instead of an iron ring, and in the winter only, the reason for the choice of this season being partly that the ball may roll farther on the frozen pasture lands. A minor difference is that there is no mark in "quoits." But there was no mark originally in "quoits," and as the word itself is still sometimes applied to curling stones in Scotland, it may also be assumed that a ball may have been originally employed in England. Of course there was no iron in Friesland, and even if the game really owed its origin from the discus throwing of the Romans the necessity of dispensing with a valuable material like iron would have been sufficient to employ a hard wooden ball (it is made of apple wood, "ligum vitae"—"pocket-holz" is the German word) in lieu of the "discus." Like quoits, the game is played with an undressed throw, and sides are formed—usually by village. What is very unusual in Germany is that "stakes" are played for, and a good deal of betting goes on—all of which completes the parallel. There are many instances of quarrels and even bloodshed over the stakes.

The "kloot" is a ball the size of a small orange, and is weighted with lead. A curved single plank stage is used for the throw-off, and the player invariably strips to his stockings—wearing no boots and but a Jersey and knicker—in order that he may avoid a slip in the short run which he takes. Sometimes he whistles his arm round, and round like a sling, though this is now considered bad form. Eighty metres is considered a first-class throw—the shots of each side being pooled together and the highest total winning.

Professor Reimann, of Jever, is an authority on the history of the game, and has written some accounts of historical episodes connected with it in the periodical "Der Freise." He tells us that in 1755 a brother of the Empress Catherine of Russia (then lord of Jever) inefficiently prohibited the game altogether in the remarkable ground that it did not form one of the Olympian games of the Greeks! Really, the reason of the prohibition was the quarrelling and fighting over the stakes that occurred. On one occasion, King George of England was appealed to as King of Hanover. The last riot happened as late as 1833.

Professor Oeimann has unearthed a medieval code of rules of the game, and it is certain that its origin is lost in antiquity.

All the technical terms employed are in the ancient "platt-Düsch"—a language decidedly more akin to English than to modern German. The game is also played in West Friesland, in Holland. Great contests are invariably attended by crowds of Dutch visitors, and are sometimes honoured by the presence of the Grand Duke of Oldenburg.—*Pall Mall Gazette*.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
 PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 TO-MORROW,
 the 11th December, 1907, at 2.30 P.M., at their
 Sales Rooms, No. 8, Des Voeux Road,
 corner of Ice House Street.

SUNDRY VALUABLE
 HOUSEHOLD FURNITURE,

Comprising:—
 Double and Single IRON BEDSTRADES
 and MATTRESSES, TEAKWOOD WARD-
 ROBES with BEVELLED GLASS, OVER-
 MANTELS with BEVELLED GLASS,
 SIDEBOARD and DINNER WAGGONS
 with BEVELLED GLASS, MARBLE-TOP
 WASHSTAND, Double TEAKWOOD
 WARDROBE with BEVELLED GLASS,
 TAPESTRY COVERED DRAWING
 ROOM SUITE, GLASS, CROCKERY and
 E.P. WARE, CARPET, COOKING STOVE
 and UTENSILS, &c., &c.

TERMS:—As usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 7th December, 1907. [1069]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
 PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 ON
 FRIDAY,
 the 13th December, 1907, at 11 A.M., at their
 Sales Rooms, No. 8, Des Voeux Road,
 corner of Ice House Street.

A QUANTITY OF
 MISCELLANEOUS GOODS,

Comprising:—
 SHOOTING BOOTS, MACINTOSHES,
 HATS, NEW SUITS OF CLOTHES,
 TELESCOPES, MICROSCOPES, BELL
 HEZZANITH SEXTANTS, BINOCULARS,
 SILK UMBRELLAS, BANJOES, CLOCKS,
 BAROMETERS, DRAWING INSTRU-
 MENTS, BILLIARD-BALLS and CUES,
 OVERCOATS, FANCY GOODS;

ALSO
 THEODOLITE IN CASE and LEVEL,
 SINGLE and ONE DIAMOND RING.
 TERMS:—As usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 9th December, 1907. [1075]

Intimations.

Sole Agents for

HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE PRICE.

REMINGTON,

HAMMOND,

BARLOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES
and BOATS

FOR HIRE AT BLAKE PIER,

DAY AND NIGHT PER HOUR\$2

New Bicycles
for Hire.

NEW CYCLES FROM \$65 EACH.

REPAIR TO MOTOR BOATS, CARS,
and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, D'ARQUER ST. and KOWLOON.
 Hongkong, 27th November, 1907. [1065]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUER STREET,

HONGKONG.

Hongkong, 1st September, 1907. [1800]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
 CONVENT, CAINE ROAD, begs most
 respectfully to APPEAL to the Residents of
 Hongkong and the Coast Ports, for their kind
 patronage and support, and desires to state
 that she will be pleased to receive orders for
 all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
 and Collars renewed or old ones.

Ladies and Children's Under-clothing, Children's
 Dresses, and all kinds of Embroidery,
 Materials can be supplied, if required.

The Superioress will also be most grateful
 for any PAPER, or old ENVELOPES to be made
 into Books for the Children of the Poor School,
 who are taught by the Sisters.
 Hongkong, 11th April, 1907.

Intimations.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's

Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$10.50 EACH

POWELL'S

BAZAAR

GAMES

POWELL'S

BAZAAR

FANCY
GOODS

POWELL'S

ALEXANDRA

BUILDINGS.

Hongkong, 7th December, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"PESHAWUR"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.
All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 4th December, 1907.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDELSBOROUGH,
LONDON, COLOMBO AND STRAITS.
THE Steamship
"MON GOMERYSHIRE"
Captain Hall, having arrived from the above
Ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th inst. will be
subject to rent.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, 11th inst. at
3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 5th December, 1907. [1062]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"NILE"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 11th inst., at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.
All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.
No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 6th December, 1907.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"DORTMUND"
Captain Maltow, having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for countersignature
by the Undersigned and to take immediate
delivery of their goods from alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 16th inst., will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 9th December, 1907. [1071]

S.S. "ARMAND BEHIC."
COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex-
s.s. *Medea* and *Charente*, from St. Nazaire
ex s.s. *Ville de Rochefort*, and from Bordeaux
ex s.s. *Leroy Lallier*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 6 P.M. TO-DAY, requesting it to be
landed here.
Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
MONDAY, the 16th December, at Noon, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
the 16th December, or they will not be re-
cognised.
All damaged packages will be examined on
MONDAY, the 16th December, at 3 P.M.
No Fire Insurance has been effected.
J. MILLET,
Agent.

Hongkong, 9th December, 1907.

Consignees.

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"YORCK"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before
THURSDAY, the 5th of December, at Noon.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th of December, will
be subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th of December, at 9.30 A.M.
All Claims must reach us before the 11th
of December, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 5th December, 1907. [1]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, YOKI AND
MANILA.
THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 5th December, 1907. [12]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM "MIDDLESBRO" LONDON AND
STRAITS.
CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th inst., will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
11th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th December, 1907. [1056]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"SCANDIA"
Captain von Döhren, having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Undersigned and to take immediate
delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 16th inst., will be subject
to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 16th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th December, 1907. [1057]

FROM NEW YORK.

THE H. A. L. Steamship
"VANDALIA"
Captain Vahsel, having arrived from the above
port, Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned and to take im-
mediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th inst., will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th December, 1907. [1066]

DROUET LIBEL VERDICT.

"TRUTH" EXONERATED FOR CALLING
DOCTOR A QUACK.
The libel action brought by Dr. Haines Nas-
sif Dakhil against *Truth* ended, on 8th inst., in
a verdict for the defendant, who had described
the plaintiff as a "quack."
In summing-up, Mr. Justice Darling remark-
ed that the sting of *Truth's* articles was in the
word "quack" applied to the Doctor. Insti-
tute, and the word "quack" applied to the
doctor.

Some amusing evidence was given on the
last day of the hearing.

MORAL COMMENTS.
One of the witnesses was Alexander Birn-
gardner, of Berwick, who gave his evidence
with moral comments.

Witness (who paid £10 to the Drouet In-
stitute, but got no permanent cure): I told the
truth when writing to the Institute.
Sir Edward Clarke: I am not suspecting
you in the least.

Mr. Justice Darling (very quietly): I have
always been taught that it was of no advantage
to tell lies.

Sir Edward Clarke: It is common knowl-
edge; we are brought up in that belief.
AND A SCOTCH PATIENT.

The following passage took place later:
Witness: I paid the Scotch specialist twenty
shillings.

Sir Edward Clarke: Twenty shillings?
Witness (emphatically): Yes.

His Lordship (soothingly): You see, Sir
Edward, he was a Scotch specialist.
Judgment was entered for Mr. Labouchere's
paper, with costs.

SIBERIAN "KILNS" FIGHT.

TWENTY-TWO KILLED IN AN ATTEMPT TO
ESCAPE.

A NIGHT SURPRISE.
Reuter's St. Petersburg correspondent writes
under date of 2nd ult.:-

The chief of gendarmie of the Tobolsk
government has sent to the central authorities
a full report of the desperate attempt at escape
made early in October by a convoy of prisoners,
who had been halted in the village of Kutar-
bitka.

The convoy numbered 33 prisoners, of whom
four were "politicals." They were being
marched from Tumen to Tobolsk, the es-
cort consisting of eighteen soldiers of the 9th
Siberian Reserve Regiment, commanded by a
non-commissioned officer. Kutarbitka con-
sists of one long street, at the end of which is
a large isolated building, where passing con-
voys of prisoners are lodged for the night. The
convicts had behaved exemplarily during the
march to Kutarbitka, and their guards had no
suspicion that an outbreak had been planned
and all the details arranged. The prisoners
were put into two rooms, the escort occupying
two other apartments with one sentinel in the
corridor and another outside the building,
which is surrounded by a high wooden wall.
At ten o'clock all was quiet in the prison.

STRUGGLE FOR CARBINES.
Some of the soldiers were drinking tea, while
the others had already settled down for the
night. A few remarks were exchanged between
the prisoners in the two rooms, but being in
Jewish jargon they were not understood by the
sentinel in the corridor. Then "One, two
three!" rang out sharply and distinctly, and
the prisoners in both rooms burst open the
doors and rushed pell-mell into the corridor.
The sentinel shouted the alarm, and within a
few seconds the soldiers of the escort were
massed in the passage, where a furious fight
ensued for the possession of the carbines
stacked at the further end.

The prisoners managed to secure nine of
these weapons and strove to come to close
quarters with the soldiers, who were soon
pouring a devastating fire into their ranks.
The greater part of the fight took place in
complete darkness, as the lamps were shattered
by carbine bullets. About twenty of the
prisoners were killed or wounded in the corri-
dor; the remainder succeeded in escaping from
the building. Three were shot by the sentinel
outside.

FATAL TRUSTFULNESS.
The handful who survived, hampered though
they were by the chains on their feet, clambered
up the wooden wall and made for the neigh-
bouring forests. One of these men, who carried
a carbine, was struggling to get over the wall
when a soldier ran towards him and addressing
him as "Comrade," offered to hold the carbine
for a moment. The prisoner, believing him to
be a fellow-refugee, dropped the carbine to him,
and the soldier thereupon bayoneted him to
death.

Another soldier armed himself with a bar of
iron and killed one of the convicts, whom he
struck with such force that the latter had a
hand completely severed from the arm. In
all, eleven prisoners escaped with nine car-
bines and 60 cartridges. Three were recaptured
the following morning, and five carbines
were recovered.

The non-commissioned officer in charge of
the escort seems to have acted with great
presence of mind and courage in the face of the
unexpected attack.

THE TSAR PLEASED.
The Tsar has commended his conduct and
the bearing of his men, and in thanking them
for their bravery added that they had borne
themselves as true Russian soldiers.

The six casualties among the soldiers were
all bayonet wounds. Five were of a slight
character, but the sixth ended fatally. Twenty-
two of the convicts were killed.

NOTICE

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1907.

Intimations.

MOTHERS SHOULD KNOW.
The trouble with multitudes of girls is a
want of proper nourishment and strength of it.
New-cases they call this condition by the
fancied name of Anemia. But words change
no facts. There are thousands of girls of this
kind anywhere between childhood and young
adulthood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity
and need especial watchfulness and care. Alas,
how many break down at this critical period;
the story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of

WALFOL'S PREPARATION
and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound Syrup of Hypophosphites
and the Extract of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood diseases,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds and inflammation
its application has never failed us in any case,
even the most aggravated bordering on
consumption. The children like it, and it builds
up their bodies; many little children owe their
lives to it." The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.

HONGKONG CRICKET CLUB.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of Members will be held on SATURDAY
14th December, 1907, at 5 P.M. in the Club
Pavilion for the purpose of discussing and, if
thought fit, passing the following addition to
Rule 11:-

"or at their option, on payment in advance
of \$5 for each month or part of each month."

By Order,
A. R. LOWE,
Secretary.
Hongkong, 7th December, 1907. [1067]

PAEST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

[154]

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd December, 1907. [125]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOW SHOWING—

A LARGE ASSORTMENT OF
FRENCH DOLLS AND TOYS,PERFUMERY,
TOM SMITH'S CRACKERS,
XMAS TREE ORNAMENTS,FOOTBALLS, &c., &c.,
ALSOThe Best FRENCH CONFECTIONERY
and LIQUORS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907. [104]

B A Z A A R

IN AID OF THE
POOR CHINESE ORPHANS
OF THEASILE DE LA SAINTE ENFANCE,
under the Distinguished Patronage of
Their ExcellenciesSir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.,
and Lady LUGARD.

THE French Sisters have the honour to
announce that their ANNUAL BAZAAR
will be held at the City Hall on WEDNES-
DAY, the 11th inst., at 2 o'clock, in the
afternoon.

They request your presence in order to
inspect the different Needle and Fancy Works
made by their Poor Orphans.

Asile de la Sainte Enfant,
Hongkong, 3rd December, 1907. [1053]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.,
daily Sunday excepted, to receive and deliver
perishable goods.

W. M. PARLANE,
Manager.
Hongkong, 22nd June, 1907. [156]

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER.

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances
in Life.
Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you.
His ambition in this life is to help those in trouble, and must not be classed with the run of
Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Will-
ing and able to help all in trouble and relieve their anxiety to the best of his ability and
experience.

PHAROS HAS A MESSAGE TO YOU.
You are anxious to put your son to a business that will prosper. Will your daughter be
happy in her married life? You are in love. Have I made a wise choice in mate? Shall I
take a partner into my business? Should I be wise in going abroad? All these questions Pharos
can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value
1/- and addressed, stamped envelopes to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW
with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon
receipt of same Pharos will send you a written Test

Intimation.

A. S. WATSON & CO.,
LIMITED.THE GREAT
POPULARITY
OF
Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCEOF
QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

MARRIAGE.

On December 5, 1907, at Shanghai, ERNEST HARRY DOUGLAS DERRICK, youngest son of Mr. and Mrs. Geo. Derrick of "Hollybank," Southampton, to MADAME ETHEL, fifth daughter of Mrs. Limby, Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 10, 1907.

THE SHIP-SURGEON'S
POSITION.

Some time ago we published a communication from a well-known ship's surgeon in which he proposed that in order to conserve the interests of medical officers whose careers are spent on shipboard a Far Eastern association of ship's surgeons should be formed with headquarters in Hongkong. The idea was that such an association should not necessarily be of an aggressive or belligerent character, but rather that it should endeavour to secure for the qualified members of the profession the recognition of their status, the acknowledgment of their ill-requisite skill and the protection of those rights to which they are honourably entitled. The writer suggested that those who were in agreement with this view should get themselves into touch with him, when preliminary steps might be taken to form the organisation in question. Now, it is a well known fact that many of the medical officers who are carried by the passenger boats running along the China Coast, and to Deli and the Straits Settlements in the South are in full sympathy with such a scheme, but evidently they have permitted themselves to become reconciled to the situation or found themselves unable to raise the necessary energy requisite to express their views on the subject. At all events, we have not learned that the original promoter of the movement has been inundated with epistles from his professional brethren. A new phase of the subject has been developed by the introduction of a Bill into the Straits Legislative Council having for its object the amendment of the Chinese Immigration Ordinance of 1902. The amendment appears to deal solely with the qualifications which might be possessed by medical officers on board ships before they can come within the cognizance of the Government. The Attorney-General of the Straits Settlements, who was in charge of the Bill, stated that under the proposed measure a Chinese emigrant ship would be required

to have a surgeon who must be either the holder of a degree which entitled him to practise in any part of the British dominions, or some foreign degree which had been approved by the Governor in Council. Such a clause if it were allowed to stand is sufficiently broad to protect the qualified practitioner against the encroachments of the incompetent, but when the Bill as a whole is considered in conjunction with the objects and reasons for its introduction, it is evident, according to the *Perak Pioneer*, that the scope for the selection of ship's doctors with British qualifications is to be considerably restricted. Under the existing Chinese Immigration Ordinance, a "qualified medical practitioner" is defined as a person holding "a diploma, degree or licence enabling him to practise medicine or surgery in any part of His Majesty's dominions or the holder of any European, American or Japanese diploma, degree or licence which has been approved by the Governor in Council." It is proposed to substitute for this definition, which would appear to be satisfactory enough, a new one which describes a "qualified medical practitioner" as "the holder of any of the diplomas, degrees or licences from time to time specified by the Governor in Council under this Ordinance, as constituting the qualification of a qualified medical practitioner." Under the new definition it will be competent for the Governor in Council to exclude certain British diplomas and licences from the list of qualifications entitling one to practise as an immigrant ship's doctor. That the Government contemplates such a step is made manifest by the further statement of objects and reasons which declares that "it is desired to restrict the British qualifications to those recognised under 'The Medical Registration Ordinance XI. of 1907.' In other words, while a man might be perfectly qualified under the present law to take charge of the medical requirements of the average boatload of Chinese immigrants, and has, as a matter of fact, been engaged in such work, unless it is proved to the satisfaction of the Government that his British qualifications are recognised under the new Medical Registration Ordinance he will have to look elsewhere for means whereby to earn his bread and butter. This point does not affect foreign practitioners, so intimately as it does the numerous graduates of Far Eastern colleges, who may have been looking forward to the day when they would blossom into full-fledged ship's surgeons. It might be aimed directly at Hongkong, for should the law pass in its present form, it is difficult to see how the graduate of the Hongkong School of Medicine could be admitted to the shipping service conducted for Chinese emigrants to the South. The alumni of the Hongkong Medical School are regarded as being almost on a par with those who have studied at the great schools of medicine in the leading European and American centres of research and practice, and pursued a laborious course of specialised work at much expense and toil. Of course that is putting the position on a high basis for the Hongkong collegian, but when the Government grants, on examination, certificates which permit these passed students to attend patients, make up prescriptions, and generally perform all the ordinary duties which fall to the lot of the family physician, no other conclusion as to their official status seems reasonable. The immediate effect of such a drastic measure would be to throw hundreds of what may be termed home-made ship's surgeons out of employment, and leave a multitude of vacancies for the distinguished graduates of universities such as London and Edinburgh, Paris and Berlin. In such an event the salaries offered would presumably soar to heights undreamt of by the present generation of medical officers. But there is another question to be considered in this connection: Where are all these men-carrying full British qualifications to be found when the vacancies come to be filled? It was only the other day that the skipper of an emigrant steamer was arrested and his vessel seized at Singapore because he could not produce a doctor on board. His explanation was that the surgeon had himself fallen ill on the voyage and died, and although every effort had been made at every place en route to secure a ship's surgeon it had all been in vain. The shipmaster was fined in a small amount, because it was doubtless appreciated that he found himself in a predicament which was practically impossible to guard against, unless every emigrant vessel were to carry an army of doctors. The difficulty is that shipowners do not consider that an honourable man, equipped with the latest knowledge gained at the most advanced medical college, is required for a cargo of coolies whose average voyage does not exceed a week or ten days. The graduate of the Colonial institution, whose education has been under the charge of the principal medical officers of the district, is occasionally a better man to deal with what we may call household ailments even including in that category the native forms of such recurrent diseases as cholera, plague and smallpox, than the highly scientific individual who has come out to the Far East to see something of the world, at somebody else's expense, before deciding to settle down to a

steady practice in the homeland. No doubt this is all rank heterodoxy in the eyes of the elect but, reducing the question to bed-rock, if the cheaper class of medical officers are to be expelled from their posts at a moment's notice it is obvious that the shipowner and shipmaster are to suffer grave embarrassment and serious financial loss. The end of it will be that the emigrant ships will be filled with foreigners carrying foreign parchments which, because they are foreign, will savour of the supernatural and work astounding cures in impossible ailments. We need not enter into the question whether it is more desirable to have a colonially-qualified medical officer, who is acquainted with the language, habits and predilections of his patients, in control of the medical department of a passenger vessel, than the very superior person who disdains the *canaille*, root and branch. The whole subject teems with controversial points which are of so much interest to Hongkong as to Singapore.

LOCAL AND GENERAL.

CAPTAIN T. P. C. Smith, Queen's Own Royal West Kent Regiment, has been seconded for service under the Colonial Office.

The annual North Borneo Dinner takes place at the Hotel Cecil to-day. Sir Charles Jessel, Bt., will be in the chair.

CHANGES in the Austro-Hungarian Legation staff at Peking include transfer of vice-Consul v. Zach to Hongkong, in the place of Consul B. von Szentirmai, from home on leave.

A FIREMAN named Chan Kwai Sing belonging to the steam launch *Wai Lee* was seen by Policeman Lenaghan on the waterfront yesterday carrying a quantity of brass and copper in a basket. Chan failed to explain "how the brass and copper got into the basket and how he got the basket." He was arrested, and this morning paid a fine of \$5 for unlawful possession.

A MARRIAGE has been arranged, and will take place quietly early in December, at St. Mary Abbots, Kensington, between Mr. Tom Sheldford, youngest son of the late Sir William Sheldford, K.C.M.G., and of Lady Sheldford, and Ella, younger daughter of the late Mr. Ramsay Durham Nuthall, Supr. Bengal, Kheddas, and of Mrs. Nuthall, and granddaughter of the late Major-General T. J. Nuthall, Bengal Staff Corps.

A MEETING was recently held in London when it was resolved, in view of the favourable amalgamation recently achieved, to form a committee to present Sir Marcus Samuel, Bart., with his portrait in recognition of his valuable services as chairman of the Shell Transport and Trading Company, Limited. The hon. secretaries of the Presentation Committee are Mr. Edward Pembroke and Sir J. Fortescue Flannery.—*L. & C. Express*.A NATIVE paper states that the principal members of the Peking Government and of the Ministry of War held a meeting the other day to discuss the question of reorganizing the navy of the country. It was decided to raise a loan of £100,000,000 from a certain foreign bank. All matters in connection with the purchase of cruisers, battleships, armament, etc. from foreign countries will, it is stated, be entrusted to the said bank.—*N. C. D. News*.

A DISPUTE between two musicians residing at 22, East Street, was settled at the Police Court, this morning. Si Tai, it appears, objected to Wong Ping playing his fiddle in certain streets in the Central district. The latter would not consent to abide by former arrangements, and yesterday there was a dispute, which led to Si Tai being struck over the head with a stick. Wong appeared before Mr. Gompertz in due course, and on hearing Si's story, his Worship fined the accused \$10.

A LADY, apparently of German origin, with a real or an assumed title, has just been arrested under rather mysterious circumstances by Par's detectives, on a charge of misappropriation of jewels, says a Home Journal. She seems to have travelled much, and is said to have just come to Paris after a tour through India, China, and Japan, and to have been previously all round the world. The detectives had been following her for some time, and she was known to have had in her possession several fine jewels, each of which is said to be worth a fortune.

In addition to those mentioned last week the following officers have been appointed to the *King Alfred*, flagship of Vice-Admiral Sir A. W. Moore, commanding the China Squadron:—Engineer-Commander H. S. Rashbrook, Engineer-Lieutenants J. N. Tucker and J. C. Matters, Engineer-Sub-Lieutenants M. G. A. Edwards, M. Martin, and P. King, Gunner T. Beale, Acting Gunner G. J. Ryan, Carpenter H. F. Kenseth, Boatsteward J. H. Swain, Artist-Engineers H. Fishlock, J. Cosgrove, and J. H. W. E. Williams, Midshipmen W. C. Sitwell and W. C. Hicks, Clerks O. J. Wainwright, and R. C. Terran.

The advent of the New Year will see a good many changes amongst the senior officers of the Middlesex Regiment. On Feb. 17, Colonel W. Scott-Moncrieff will vacate the command of the 3rd Battalion at Hongkong, and a week later, Colonel G. B. Lamphere will vacate the command of the 4th Battalion, now at London, and will be replaced by Major C. R. Dyer, second in command of the 4th Battalion, and Major R. de H. Burton, second in command of the 3rd Battalion. No fewer than four of the majors are seconded, and the three senior captains and also employed in extra regimental duty.

SILVER EXCHANGE.

BANK MANAGERS INTERVIEWED.

INFLUENCE ON THE COLONY.

To the initiated or the uninitiated, to the merchant or the counter-clerk, to the civilian and to the sterling-paid Government servant, for weeks past the question of Exchange has presented an absorbing interest. That interest has been intensified by the steady drop in the gold price of silver until to-day it has reached 25½ per oz. with silver exchange on London quoted at an abnormally higher rate, the dollar parity would justify. This and other considerations led to a desire for information on a subject which, though generally discussed, is but little understood. Excepting for the exchange bankers, the bill-brokers and the importers and exporters, the ordinary man-in-the-street talks of the rise and fall of the dollar with a vague sense of its significance or the influence which it bears on the course of trade in Hongkong, and not inconsiderably also upon the financial condition of the Government of the Colony.

With a view of placing before our readers a correct estimate of the "silver situation" a representative of the *Hongkong Telegraph* was detailed to interview one or two prominent bankers in the Colony this morning. In spite of the fact that the day appeared an unusually busy one our representative was promptly ushered in to the managerial sanctum of two local banks and in each case was accorded a quarter-of-an-hour's interview, replete with the latest and most interesting information on the commercial problem of the hour, at any rate as affecting trade conditions in the Farther East. To the inquiry as to the reason for the steady drop in exchange, one banker said: "India presents the kernel of the situation. I may quote to you what has been tersely expressed by a *confidant* of mine, also to a Press interview, on the relative position of India to the silver market. 'The needs of the Indian Government form, perhaps, the most important factor in the situation. They have left off buying for the moment, and whether there will be any resumption of purchasing, and if so, when, is a moot point. The condition of India is, of course, far from satisfactory. Much will depend upon further rains and the consequent prosperity of the population. No doubt, the Government will have to get more silver, but it may be some time yet.' That opinion was expressed here for some weeks ago. And thus the pessimistic Indian outlook, has not since improved, the course of silver will have to do to its own tale."

"Then India is the mainstay of the silver market?"

"Unquestionably so. She has been a steady large buyer, but when she withdrew from the market as an active purchaser, the economic principles of supply and demand stepped in, with the consequent result that the price of silver began to drop. It suffers the same fate of any other commodity."

"Do you think there is the prospect of a revival in demand in the immediate future?"

"That I cannot say. Not being in the skin of the Finance Minister for India, I cannot forecast what his probable movements will be. But as an interested observer I can tell you that reports from the agricultural districts of the Empire do not hold out sufficiently encouraging prospects."

"Will not China come to the rescue?"

"Well, I can liken the shipping of silver to China, at this juncture, to the sending of coal to Newcastle. As a matter of fact, China has already stored all she wanted of this commodity, and has been in turn a seller abroad. Moreover, what is of even greater importance, her currency is at present far in excess of her domestic requirements."

PARITY OF THE DOLLAR.

Pursuing the series of questions, our representative proceeded to inquire why the existence of so great a disparity between the dollar quotation and the price of the white metal. Reaching for a little book on his desk, the local financier quoted therefrom the parity values upon different dates. The most important of these are that, whereas in April last the price of silver stood at 30d. the oz. and the T.T. rate was 2.0½d., the other day when silver had slumped to 27½d., telegraphic transfers remained as high as 2.0½d. Asked for the explanation, our representative was told, was that there were extraneous influences operating on the part of the Eastern Bank. "What those influences were the exchange magnate preferred not to disclose. Applying the standard formula to arrive at the true rate of the dollar its current value should not be more to dollar 1.10-1.16d with silver quotation at 25-27½d. the ounce. It will be seen that there exists at present a reversal of conditions. Whereas exchange used to be quoted at something like one-eighth below the dollar parity, to-day it is actually quoted at something like one penny above it."

A DOLLAR ANOMALY.

The presentation of this peculiar phase in the silver market led to the question being submitted: "Then why was there an importation of Hongkong silver dollars into the Colony of £25,000 by the late English mail steamer *Della*?"

"You must not forget that that money was probably imported by the Hongkong and Shanghai Banking Corporation and for the Chartered Bank of India, Australia and China. Both these Banks must have a certain amount of silver dollars against their notes 'circulating'—a provision which has not to be made by other exchange banks. Those dollars partly go into the interior. The amounts held by the non-note-issuing corporations are infinitesimal in comparison, since the demand of their constituents for Mexicans is small. I may add that there is a great scarcity of silver dollars just at present in the London market, and though it might seem anomalous dollars are at a premium whereas silver, so to speak, is at a discount."

BURGLAR'S DESPERATE STRUGGLE.

TRAGELY NARROWLY AVERTED ON SHAU KI-WAN ROAD.

While the majority of the people in Hongkong were in the land of nod last night, resting after the hard toll of the day, a vigorous fight was in progress on the Shau-ki-wan Road, between a European policeman and an alleged burglar. The struggle lasted for some time and when the Chinaman was at last overpowered both men were severely mauled as to require medical attendance.

The time was about midnight. Everything on the road to Shau-ki-wan was quite. Occasionally the "quintiness" was broken by the rattling of the wheels of a passing ricksha, or the roaring of a tramcar bound for Causeway Bay. The moon illuminated part of the road, but that part where a tragedy was narrowly averted—about a stone's throw from the Bay View Police Station near the Sam Woo timber yard—was in darkness, owing to the thick cluster of trees.

Two of those walking along were, Lance-sergeant Fowler and a well-built, muscular Chinaman, having the appearance of a fireman. The Sergeant was on his way to Bay View Police Station, where he is stationed. He carried hooked on to his belt some handcuffs and under his arm a statement book. The Chinaman was hiding behind a tree, holding some instrument in his right hand. As the officer's footsteps grew more audible, the Chinaman sneaked from behind the tree and disappeared up the stairway of one of the houses—No. 14. He concealed himself for a while until the footsteps died away, and, believing that the way was clear, he re-appeared in the street. Nobody seemed to be about, and the Chinaman, taking care to keep in the shade, continued down the road, and entered house No. 24. Getting out his instrument—a chisel—which he had concealed when he heard footsteps, he skillfully wrenched the lock away from the door of the first floor and entered. He had selected a few pieces of clothing and some umbrellas and carefully placed them in a heap in the middle of the floor, ready to be removed, and was in the act of unhooking a jacket from a peg near the occupier's bedside when the cries of "Thief, thief!" sounded in the street. The burglar lost no time in leaving the house. Reaching the roadway he got behind a passing ricksha in order that he might not be seen, but Sergeant Fowler crept behind him and seized his man by the queue.

"What's matter, you?" the Chinaman demanded, looking very indignant.

"Come along with me," returned the officer, leading the suspect back to the house he had just left.

There and then the fight opened. The Chinaman turned on the Sergeant and dealt him a blow on the chest. Both closed. In the combat that followed the suspect succeeded in freeing himself and, dashing to the opposite side of the road, cleared a fairly high fence, and disappeared in the quarry. For about five minutes Sergeant Fowler believed he had lost the man, and as he was about to give up the hunt, he spotted him coming down the other side of the quarry. Running around the corner he waited and grabbed the man again as he alighted on the road from a wall. The Chinaman struck out mightily and received some in return. He then locked with the Sergeant in a close embrace and both went down. They struggled wildly on the road, each trying to regain his feet before the other. The Chinaman, we are informed, got there first and would, perhaps, have "outed" the officer, had not the latter been on the alert and out-maneuvred him by jumping at him, bringing him to the ground. This seemed to have settled the matter, and the Sergeant took him by the queue to remove him to the lock-up. Whether it was the Chinaman's intention to kill the officer or simply to cut his queue, and so effect an escape, is not known. What is known, however, is that as soon as the journey to the station was started, the Chinaman whipped out a large sized penknife, and in waving it about, brought it down on the Sergeant's wrist with such force as to nearly sever an artery. Another struggle, in which a quietus was dealt to the Chinaman. The rest of the journey was continued to No. 2 Police Station very quietly. Arriving there the Chinaman feigned insensibility, but was soon brought round. On examination it was found that his knees were severely injured. Sergeant Fowler was bleeding copiously from one hand, the other being badly swollen. Both men were then sent to the Government Civil Hospital for treatment. The Sergeant was able to leave the institution after his hands were bandaged, but the Chinaman is not expected to be discharged until some time to-morrow, or the day following when he will face a magistrate to answer a charge of burglary.

SOME OTHER CONSIDERATIONS.

The digestion is pardonable. "Immediately connected with the exchange question is that of the money market in Europe and America. That stringency is not without its effects on the Colony. For with the Bank rate ruling at seven per cent. coupled with the unpromising silver outlook, we have reliable information that the exodus of ready money from the Colony has been proceeding steadily throughout the past fortnight. The heavy remittances are made with a view of profiting by the higher Bank rate obtaining in London and also of a further prospective fall in exchange which, on the parity basis, should go down to 1s. 10d. if the "extraneous influences" alluded to are removed as they might be at any moment. Meanwhile holders of scrips in public companies and corporations with large gold reserves have every cause for jubilation by reason of the fact of the enormous appreciation in the value of their holdings when reduced to the currency of the Colony. Notably has this been the case with shares of the Hongkong and Shanghai Banking Corporation, whose boom has been a substantial one during this week. Readers of the *Hongkong Telegraph* had had their timely pointers. Again may reference be made to the prosperity which a low dollar should bring to the industrial concerns of the Colony. And if the fall in silver should hit some interests harder, than those immediately concerned should care to contemplate, in the general interests of the Colony, we trust that will be brought to the mills of such concerns as the Sugar Refineries, the Cement Factory, and similar institutions whose export trade will advantageously and materially be affected thereby."

IP SHIU U, a youth, residing in Jubilee Street, was arraigned at the Police Court, this morning, Mr. H. H. J. Gompertz presiding, on a charge of stealing (by bailie) a bicycle, valued at \$5. The case was remanded until to-morrow for decision. Defendant, it appears, hired the bicycle from a shop at 10, Ship Street, on Sunday last, and neither he nor the machine, was seen until yesterday afternoon when he was arrested in Queen's Road East, by Inspector Courtney. The machine was recovered from the Shanghai Hotel where it was seized in payment of a debt contracted by the defendant.

A MEETING of the Justices of the Peace was held at the Magistrate's office, this afternoon, for the purpose of considering the applications from two hotels. There were present: Messrs. H. H. J. Gompertz (in the chair), F. A. Haselwood, Captain F. Lyons, R. H. A. Craig and W. Bowen Rowlands. The first application was from Rebecca Pfeiffer for the transfer to her from No. 31 Sternberg of the publican's licence to sell by retail intoxicating liquors on premises numbered 318 and 320, Queen's Road Central, under the sign of "The International Hotel." This was adjourned until the 24th instant to allow certain inquiries to be made. The second was from Thomas Bernard Maguire for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, Shaukiwan Road, under the sign of "The Belle View Hotel." This was granted.

BOWLING.

The following have been selected to represent the Hongkong Club: Club Germania in the second half-yearly match for the Challenge Cup—

E. H. Hinds (Capt.), P. R. Wolff, E. C. Lane, J. P. Leahy, J. W. C. Bonnar, T. C. Gray, J. H. Kemp, H. Humphreys.

The first-named four will roll on the Hongkong Club alleys to-morrow afternoon at 5 p.m., and on the German alleys on Thursday at the same time, while the second four will occupy the German alleys to-morrow afternoon and the Hongkong Club alleys on Thursday.

THE well-known and very valuable collection of Chinese birds made by Mr. F. W. Stead during his 20 years' sojourn in China, and London correspondent states, been presented by him to the Natural History Department of the British Museum. The collection is said to be the most complete in the world as regards the birds of China, and its scientific value is greatly increased by the number of types of figured specimens which formed the subject of Mr. Stead's numerous monographs on the Chinese avifauna.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

YUMCHOW BANDITS

STORM AND CAPTURE THREE FORTRESSES.

GOVERNOR OF KWANGSI REPRIMANDED AND THREATENED.

[From Our Own Correspondent.]

Shamoon, 10th December, 8.10 p.m.

The Yumchow bandits, who, as previously recorded, fled to the Province of Kwangsi, have taken by force of arms three fortresses, at a city named Chun Nan-kwan, which lies between Lungchow and Langson.

The Governor of Kwangsi, has been severely reprimanded by the Imperial authorities for his feeble control over the Province.

Orders have been issued by the Throne that, if the spoilers are not immediately captured, all the Kwangsi officials, from the Governor downwards, will be punished with the utmost severity.

[Reuter's.]

The United States Presidency.

London, 8th December.

President Roosevelt has definitely declared that under no circumstances will he consent to again stand for the Presidency.

British Trade.

Imports in November show an increase of £1,398,020; and exports, an increase of £2,887,014.

The Trouble in Zululand.

Colonels Clarke and Shepherson, also a doctor and a magistrate, have started for Usutu with a warrant to arrest Dinizulu. Colonel Mackenzie remains at Nongoma, ready to act in the event of Dinizulu resisting.

Later.

Outrage in India.

An attempt was made to blow up the train of the Lieutenant-Governor of Bengal at Kharagpur.

The train was not derailed.

The cause of the outrage is not known.

Death of the King of Sweden.

The King of Sweden is dead.

Freights to the Far East.

The principal German lines will raise their rates on bulk goods to 7½ marks per cubic metre, on the 1st January.

Cricket.

Australia v. England. The M.C.C. made 223 in their first innings. In the second Australia has made 40 for 2 wickets.

[N. C. D. News.]

Japan and Avroton.

THE RECALL OF VISCOUNT AOKI.

New York, December 5.

The London Press finds the recall of Viscount Aoki significant at this juncture. The *Globe* considers the recall unfortunate, coinciding, as it does, with the President's Message, which is silent on the subject of Asiatic immigration.

THE PRESS ON THE RECALL.

Tokio, December 5.

Telegrams from America purporting to give the alleged cause of Viscount Aoki's recall are discredited in Tokio. One journal states that the arbitrary promise given by Viscount Aoki to the Washington Government that legislation would be passed in Japan prohibiting immigration to the United States was the immediate cause of the recall. Another paper admits that Viscount Aoki alone is not responsible for recent events, but it is not to his advantage that he is unable to see eye to eye with his superiors and with public opinion.

Baron Takahira, formerly a *persona grata* at Washington and now Ambassador at Rome, is generally mentioned as Viscount Aoki's probable successor.

MR. W. H. TAFT'S TOUR.

New York, December 5.

There is a tendency in Europe to invest the meeting between the Tsar and Mr. W. H. Taft with special significance, which is, however, disclaimed by the U.S. Secretary for War himself.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending November 23, 1907, amounted to 21,116.34 tons and the sales during the same period to 17,793.36 tons.

WEST RIVER PATROL.

THE BRITISH FLOTILLA.

BRITISH FOREIGN OFFICE TO BE MOVED.

[From Our Own Correspondent.]

Canton, 9th December.

As the people of the province are exhibiting extreme nervousness at the advent of the British flotilla in Canton, the commercial community here have sent a memorial to H.E. the Viceroy, requesting him to explain to the populace the intentions of the visit of the foreign vessels, if H.E. has already ascertained what the intentions are for the despatch of the vessels. In reply, H.E. Chang informs the memorialists that the British flotilla has been mobilised and detached to the West River to police the waterways and, pursuant to the special service, to inspect all steam launches flying the British flag, and will in no way give trouble to Chinese-owned vessels. H.E. further states that he has, on several occasions, made representations to the British authorities to get these vessels withdrawn as soon as possible, and he will take up the duty of properly patrolling the rivers under his own control. H.E. has also wired to the Chinese Minister at the Court of St. James, Lord Li Ching-fang, requesting him to have a conference on the matter with the British Foreign Office, so as to request the latter to at once issue telegraphic instructions to withdraw the vessels from cruising on the river. The people have also been warned not to create any disturbance and not to be agitated. As the British and Chinese nations are on most friendly terms, the matter is expected to be brought to a satisfactory issue.

THE FLOTILLA'S MISSION.

It is reported that the British Consul-General at Canton has communicated with the Chinese officials to the effect that the present squadron of British vessels on the West River has been commissioned only for the purpose of inspecting those steam launches plying on the river that fly the British flag and that they will not interfere with any other launches nor those carrying the Chinese flag. The Canton authorities are requested to inform the Consul in case any of the British vessels should act contrary to the purpose for which they are intended.

BOAT PIRATED.

To Jun-nin, a merchant, has petitioned the Nanchow magistrate reporting a case of piracy which took place on his boat on the 22nd day of the 10th moon, when engaged carrying a cargo of sundry goods from Shiu Kwan and was moored at a place known as Wong Chuk Ki, in the district of Nanchow. The boat was held up and robbed of part of its cargo and other valuables worth over a thousand dollars.

BRITISH AND CHINESE CO-OPERATION, LTD.

CANTON-KOWLOON RAILWAY.

The report of directors for the year ending June 30, 1907, states: Including the balance brought forward, from the previous year of £19,847, the amount to the credit of profit and loss is £11,152, and having transferred £19,000 to a general reserve account the directors recommend that a dividend be paid on the 16th ult. of £7 10s. per share, free of income tax, which is at the rate of 15 per cent. on the amount paid up, and will absorb £8,750, the balance of £12,422 to be carried forward. The progress made with the construction and equipment of the Shanghai to Hankow Railway necessitated the emission in January last of a further instalment of the Loan, and £65,000 Imperial Chinese Government Bonds were issued by the Corporation on behalf of the Government, making the total amount issued £2,000,000 out of the 3,250,000 provided for in the Loan Agreement. Instead of issuing further bonds, the Chinese Government proposes to provide from funds at its disposal, the capital to complete the railway, which it is expected will be finished by the middle of 1908. In April last the Corporation made an issue of Chinese Government Bonds for a Loan of £1,500,000 for the construction and equipment of a railway about 120 miles in length from Canton to the boundary of the Kowloon leased territory under British control. This line will connect with the one now under construction by the Government of Hongkong through the territory of Kowloon, terminating at the port of Kowloon, opposite Hongkong. The final survey and arrangements for construction are being proceeded with. Negotiations are pending for the final agreement for a loan to construct a railway of about 200 miles from Soochow (on the Shanghai-Nanking line) to Hangchow and Ningpo. This will constitute a very important development of the Yangtze Valley Railway system. Negotiations are also pending for the cancellation of the Nanpian Coal Concession the administration of the Imperial Railways of North China having refused to proceed with the development of the field in joint account with the Corporation.

The new battleship *Superb*, a sister ship to the *Dreadnought*, but of 1,300 tons greater displacement, was successfully launched at Elswick, on the Tyne, on 7th ult. The naming ceremony was performed by Lady Anne Lambton. The armament will consist of ten 12-in. guns, together with a number of 4-in. quick-firers for use in resisting attacks by torpedo craft. The main armour belt has a maximum thickness of 11 in. tapering to 6 in. at the forward and 4 in. at the after extremity of the vessel. Special attention has been given to safeguarding the ship from destruction by underwater explosion. The cost of the vessel is £1,750,000. The *Superb* was laid down in February last, and the time of her completion has been the quickest on record for either a private or Government yard.

SANITARY BOARD.

FORTNIGHTLY MEETING.

This afternoon, in the Board-room, the fortnightly meeting of members of the Sanitary Board took place, when the following business was transacted:—

SPITTING IN PUBLIC PLACES.

Mr. Henry Humphreys, pursuant to notice, put the following questions:—
(a) Does the Medical Officer of Health consider the filthy habit of spitting in buildings and public vehicles which obtains universally amongst the lower classes of Chinese detrimental to the Public Health?
(b) Is not this habit accountable in great measure for the spread of phthisis, diphtheria and other diseases; and, if so, what does the percentage of deaths arising annually from such diseases (that is, diseases capable of being propagated by dried infected sputum) bear to the total mortality?

The Medical Officer of Health replied:—
(1)—Yes.
(2)—Yes, to some extent. Phthisis: 9.7 per cent. of the total deaths. Diphtheria: 0.12 per cent. of the total deaths.

Hon. Mr. E. A. Hewitt inquired:—It would be interesting if any member of the Board could suggest some means by which this objectionable habit could be checked.

WATER TANKS IN BACKYARDS.

The following correspondence in regard to certain additional regulations made by the Governor-in-Council under the Waterworks Ordinance, 1903, was laid on the table:—

Sanitary Department,

31st October, 1907.

Sir,—I have the honour, by direction of the Board, to report that the following motion was unanimously adopted by the Board at the meeting held on the 29th instant:—

That the Government be requested to make rules under the Waterworks Ordinance to regulate the placing of water tanks in backyards.

(2) In explanation of the motion, I beg to attach the *Daily Press* report of the discussion. —I have, etc.

(Sd.) G. A. WOODCOCK,

Secretary.

To Hon. F. H. MAY,

Colonial Secretary.

The reply, dated 20th November, is appended:—

Sir,—Referring to your letter of 31st October I am directed to forward to the observations of the Board a copy of a regulation which it is proposed to make under the Waterworks Ordinance, 1903, I am, etc.

(Sd.) F. H. MAY,
Colonial Secretary.

The Secretary,

Sanitary Board.

THE ADDITIONAL REGULATION.

The following regulation to be numbered 31 (1) shall be inserted in and read as forming part of the Regulations published in Government Notification No. 657, of 9th October, 1903:—

31 (1) (a) No cistern or tank shall be constructed or maintained in any building (situated in any Rider Main District) without the previous sanction in writing of the Water Authority:—

(b) Every such cistern or tank intended to contain a supply of water for domestic purposes shall be of iron of a minimum thickness of ¼ inch and of a capacity not exceeding 100 gallons; it shall not be erected in any yard or other open space provided for the building in accordance with the requirements of any Ordinance; its position shall be subject to the approval of the Water Authority and it shall be raised not less than six feet above the floor level, and shall be provided with a closely fitting iron cover.

(c) Every such cistern or tank intended to contain a supply of water for other purposes shall be constructed in such manner and position and with such materials as the Water Authority may in each case require.

(d) Every cistern or tank, whether intended for domestic or for other purposes, shall be cleaned out and limewashed internally to the satisfaction of the Sanitary Board not less than twice a year. The cleaning out and limewashing to be done during the months of September and March.

(e) Any person responsible for the construction and maintenance of any cistern constructed or maintained in contravention of any of the provisions of the Waterworks Ordinance, 1903, or of any Regulation made thereunder shall remove such cistern within seven days from the receipt of a written notice from the Water Authority requiring him to do so.

The Medical Officer of Health inquired:—I do not think it would vitiate the regulations at all if the words *situated in any Rider Main District* were omitted from the Regulation (a).
(b) might contain after the word *erected* in the fourth line the words *except with the permission of the Sanitary Board*. I would also add at the end of this regulation the words *and with a top for drawing off the water*.

With regard to (d) it is customary to cleanse and limewash iron tanks periodically to keep them free from vegetable growth, and I never heard of any one experiencing any ill effects from the minute amount of lime which might possibly become dissolved in the water immediately after the tank had been so limewashed.

Mr. Shelton Hooper—These proposed regulations must be discussed.

Mr. Lau Chu Pak—Regulation (a) sounds something like class legislation. It should be applied throughout the Colony. Regulation (d) does limewash stimulate the appetite? If not, why is it considered advisable to give people a solution of limewash twice a year for culinary and trade purposes?

EXTERNAL AIR.

A letter from Messrs. Palmer and Turner, architects, forwarding plan, applying for a modification of the requirements of Section 153 of the Public Health and Buildings Ordinance, 1904, in respect of Nos. 397A and 397B, Queens-

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that VACUUM OIL COMPANY, of Rochester, in the State of New York, in the United States of America, a Company duly incorporated under the laws of the said State of New York, have, on the 22nd day of November, 1907, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of VACUUM OIL COMPANY, who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants in respect of PAINTS and CHEMICAL substances for TANNING in Class 1.

Dated the 7th day of December, 1907.

WILKINSON & GRIST,
Solicitors for the Applicants.

1077]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

ON

MONDAY, TUESDAY and WEDNESDAY,

the 16TH, 17TH and 18TH DECEMBER, 1907, commencing each day at 2.30 P.M.,

at the CITY HALL (St. Andrew's),

A FINE SELECTION OF

JAPANESE WORKS OF ART,

INCLUDING:—

VERY FINE DAMASCENE WORK, BEAUTIFUL EMBROIDERIES and BROCADES, OLD LACQUER WARE and CHOICE SILVER WARE, &c.

(The Damascene Work is by the celebrated O. Kamai, the Kamai family being the pioneers of the Damascene Work. Amongst this Collection, there are some very fine Specimens.)

TERMS:—As customary.

On view from Saturday, the 14th December, 1907.

Hongkong, 10th December, 1907.

GEO. P. LAMMERT,

Auctioneer.

[1032]

NOTICE.

MESSRS. MACDONALD & Co. have removed their Offices to YORK BUILDINGS, 2ND FLOOR.

MACDONALD & Co.

Hongkong, 10th December, 1907. [1078]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after Noon, of the 12th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE, are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & Co., LIMITED.

Agents.

Hongkong, 10th December, 1907. [1080]

COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that FIELD FIRING will be carried out on FRIDAY, the 13th instant, between 9 A.M. and 1 P.M., from Canton's Hill in a westerly direction towards Kauling Peak.

F. H. MAY,

Colonial Secretary.

Hongkong, 11th December, 1907. [1081]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY,

the 12th December, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE QUANTITY OF

DULLS, MECHANICAL TOYS, FANCY BOXES OF CHOCOLATES AND PRESENTS SUITABLE FOR XMAS.

&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th December, 1907. [1079]

Road West, was discussed. The corresponding correspondence is appended:—

16th November, 1907.

The Secretary,

Sanitary Board.

Sir,—We have to-day submitted for the approval of the Building Authority a plan for altering the upper floor of the godowns (named) above into first class domestic buildings with open spaces and yards in accordance with the requirements of the Ordinance.

About forty-five rooms are provided for in the new buildings. Six of them are lighted from the central yard which is 12 ft. 1 in. in width. We beg to request that the Board will recommend a modification of Sec. 153 to allow of this width being counted as external air for the purpose of lighting the six rooms. The rooms being on the upper floor will receive the light over the roof at a good angle and we consider it preferable that they should be lighted by lateral windows from a yard just under 13 ft. in width, than by skylights in the roof, which are invariably a source of trouble in the building.

Also we request a modification, if necessary, to allow of the new yards being placed as shown on the plan, instead of all at the rear of the houses, as required by the Ordinance.

This modification is purely technical and we think it will be readily admitted that the arrangement of yard space as shown is infinitely better than if the strict letter of the Ordinance had been adhered to and the whole yard placed at the rear.

Mr. Shelton Hooper inquired:—I see no objection to granting this application, but the plan is incomplete in not showing the section line A. B.

Hon. Mr. E. A. Hewitt—A scavenging lane should be provided.

The Director of Public Works—It would be futile to refuse the application for a modification of "external air" requirements. As no reference is made in Messrs. Palmer and Turner's letter to the omission of scavenging lanes they presumably intend to regard the houses as "semi-detached" in which case scavenging lanes are not required, provided there be side lanes 4 ft. wide extending the full depth of the building. It was obviously intended that there should be access to these side lanes, but in the present case there is no access to White Street or to the lane on the east side of the block. I do not consider that the houses can be regarded as "semi-detached" and I

would urge that the owner be requested to provide scavenging lanes.

STALL-HOLDERS' GRIEVANCE.

Correspondence relative to the limits for the Tai-kok-tui Market was tabled. "I beg to direct your attention to the question of hawking vegetables in the immediate neighbourhood of the Tai-kok-tui Market," Sanitary Inspector Lyons wrote on the 6th ult. "On the occasion of my visit there on Monday, 4th instant, the keeper of No. 24 vegetable stall complained of his being unable to do any business, and explained as the reason that the hawkers—I am unable to say if licensed or otherwise—are allowed to sell vegetables close to the market. He pointed them out to me—about a dozen. He also said this was the cause of so many empty stalls in the market. I have gone into the question and found any amount of vegetables being hawked at each street corner. There can be no doubt as to the bearing this must have on the stall-holder in the market. I asked him to write in a petition for forwarding to the Registrar-General, but he demurred at this, giving as his reason the consequences if found out by the hawkers. The putting of the whole of Tai-kok-tui out of market bounds, would, in all probability tend to improve conditions, and also fill up the vacant stalls in the market."

Dr. McFarlane wrote on the 15th ult., as follows:—Who fixes market limits? As the Tai-kok-tui market is not nearly as occupied, and as Tai-kok-tui itself is much a small place, I think the whole of it should be regarded as being within the market limits.

The Registrar-General wrote:—I agree to market limits being fixed, but they should not be bigger than those at Hui-hom and Yau-ma-ti. Limits might be fixed for Mong-kok-tui at the same time. When these are fixed and notices put up I should like to be told, and then I'll issue a notice warning hawkers before action is taken."

Mr. Shelton Hooper inquired:—The Inspector says he does not know if the hawkers are licensed or not. This should be ascertained and the number of licences limited.

Hon. Mr. E. A. Hewitt—For the protection of stall-holders the limits should be extended. I do not consider 100 yards each side of the market sufficient.

The Hon. Registrar-General—The limiting of the number of hawkers' licences was tried some years ago and found impracticable.

Intimations.

1907

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

OF

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner, & Co.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBOUING 30 YEARS' LOCAL

EXPERIENCE.



Hongkong, 5th December, 1907.

[12]

HIGH GRADE

HAVANA

CIGARS.

EXCELLENT SMOKES.

La Chanza.....@ \$4.50 per 100 in boxes of 50

Gran Valor.....4.50 " " 50

Espagnola.....4.00 " " 50

Marca Roja.....4.00 " " 50

Honey Suckle.....4.00 " " 50

El Oro.....3.75 " " 50

Asia.....3.50 " " 50

Bravas.....3.00 " " 50

Florina.....3.00 " " 50

Royales.....5.00 " " 100

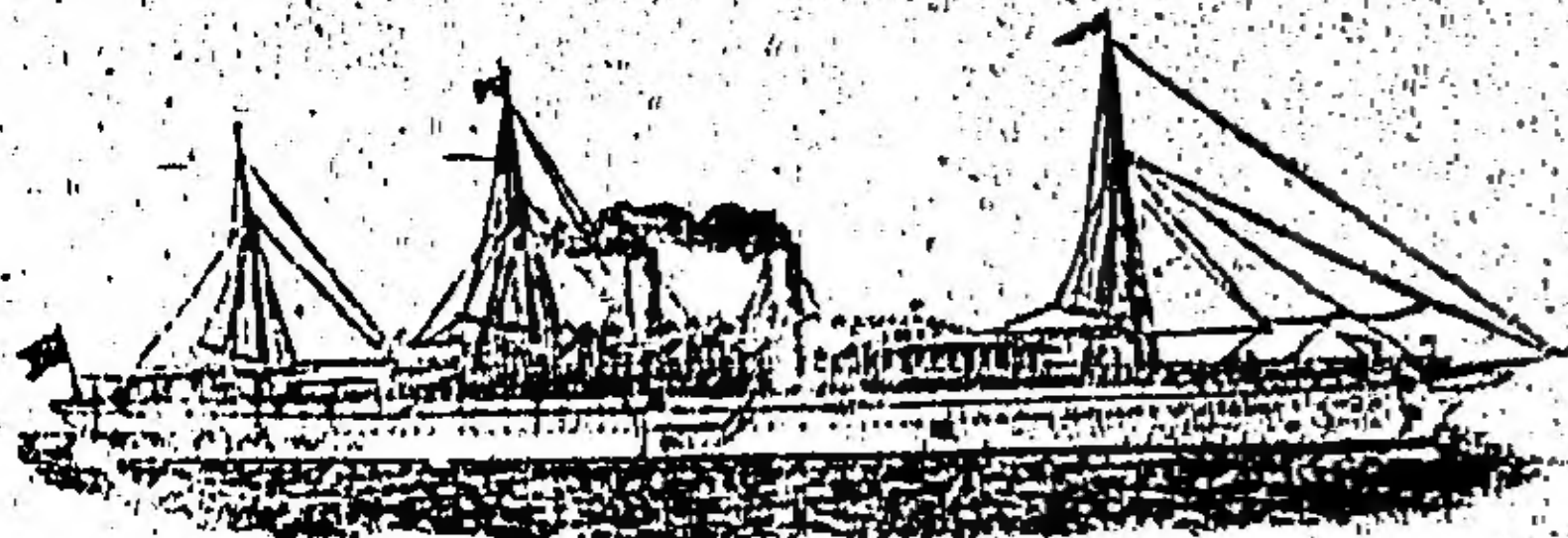
Companeros.....4.00 " " 100

Houaris.....2.00 " " 25

CONNOISSEUR'S SMOKE.

TEOFANI'S

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule. Service of under Eleven Days across the Pacific to the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration.)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27-30. Steamers, and 1st Class on Railway, via St. Lawrence River Lines or New York 27-30. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTREAL" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, General Traffic Agents for China and Japan Governments.
J. W. CRADDOCK, General Traffic Agent for China
Corner Pedder Street and Praya.
Hongkong, 24th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SAMARANG and SOERABAYA	ONGSANG	WEDNESDAY, 11th Dec., 3 P.M.
SGAPORE, PENANG & CALCUTTA	KUNISANG	THURSDAY, 12th Dec., 3 P.M.
SHANGHAI	HANGSANG	THURSDAY, 12th Dec., 4 P.M.
MANILA	WUSANG	FRIDAY, 13th Dec., 4 P.M.
SHANGHAI	WUSANG	FRIDAY, 13th Dec., 4 P.M.
MANILA	LUONGSANG	FRIDAY, 20th Dec., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, via Ching-Wan-Tau, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 10th December, 1907.

CHINA NAVIGATION CO., LIMITED.

For	Steamship	To SAIL
SAIGON	"HANYANG"	11th Dec., 4 P.M.
AMOI	"WENHOW"	11th " "
HOIHOW & HAIPHONG	"HUPEH"	12th " daylight.
TSINGTAO, WEIHAWEI & CHEFOO	"KASHING"	12th " 4 P.M.
MANILA, ZAMBOANGA & COLONIE	"TSINAN"	13th " "
CEBU & ILOILO	"KAIFONG"	13th " "
SWATOW & SHANGHAI	"KIUKIANG"	14th " "
MANILA	"TEAN"	17th " "
SHANGHAI	"SHAOHSING"	21st " "
SHANGHAI	"YOHOW"	27th " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
TAFIRO	2540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907.
ROBI	2540	Almond	"	SATURDAY, 21st Dec., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th December, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK—via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

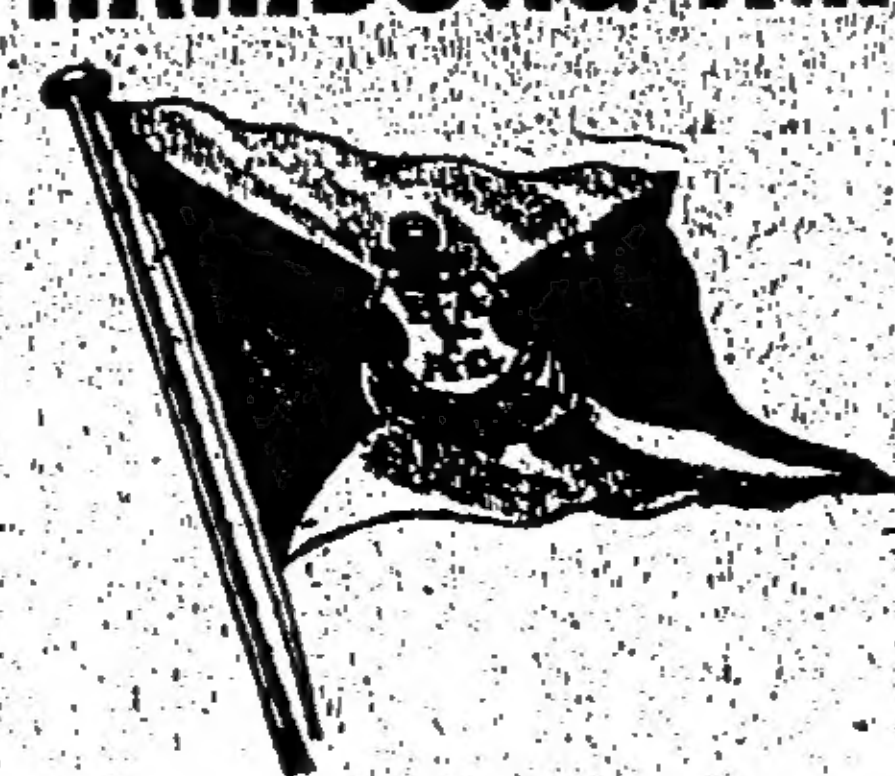
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.
**HIGHEST COMFORT, ONLY
LOWER BERTHS.**

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HAMBURG	21st Dec.
RHENANIA	21st Jan., 1908
HOHENSTAUFEN	22nd Feb., 1908

Hongkong, 28th November, 1907.

Homeward.

SILESIA	11th Dec.
SCANDIA	8th Jan., 1908
HAMBURG	29th Jan., 1908
RHENANIA	26th Feb., 1908
HOHENSTAUFEN	25th March, 1908

[3]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."
Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 13th inst., at 10 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 9th December, 1907. [1076]

TOYO KISEN KAISHA.

SOUTH-AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

HONGKONG, CALLAO

QUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers	Tons	To sail
KATHERINE PARK	6,000	TUESDAY, 24th inst., Noon.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 10th December, 1907. [15]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Superior	6,232	Shotton	4th Jan., 1908.
Kumera	6,232	Cowley	18th Jan., 1908.
Shawmut	6,066	E. V. Roberts	21st Feb., 1908.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COINAGE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tennesson* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop, and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 16th November, 1907. [12]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4.
Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 5, Queen's Road, West.
Hongkong, 2nd July, 1907. [11]

To Let.

TO LET.

CROWNST, Barker Road, unfurnished or partly furnished.
Apply to—
C. L. GORHAM,
3, Pedder's Street.
Hongkong, 2nd December, 1907. [1018]

TO LET.

OFFICES on TOP FLOOR, No. 4, CONNAUGHT ROAD, facing the Cricket Ground.
HATHERLEIGH, Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MOUNTAIN TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1907. [1010]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1907. [1010]

TO LET.

NO. 11, SEYMOUR ROAD.
With possession from 1st December next.
Apply to—
THE COMPTON DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 22nd October, 1907. [1010]

TO LET.

NO. 35, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
Des Vaux Road.
Hongkong, 16th October, 1907. [1012]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright and airy rooms. Rent moderate.
Apply—
"Y. Z."
C/o Hongkong Telegraph.
Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 19th October, 1907. [1033]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.
Apply to—
COMPTON DEPARTMENT,
Barretto & Co.
Hongkong, 14th October, 1907. [1065]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

12.45 p.m. to 1.15 p.m. ... Every 15 minutes	1.15 p.m. to 1.45 p.m. ... Every 15 minutes	1.45 p.m. to 2.15 p.m. ... Every 15 minutes	2.15 p.m. to 3.00 p.m. ... Every 15 minutes	3.00 p.m. to 3.30 p.m. ... Every 15 minutes	3.30 p.m. to 5.00 p.m. ... Every 15 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes	1.45 p.m. to 2.15 p.m. ... Every 15 minutes	2.15 p.m. to 3.00 p.m. ... Every 15 minutes	3.00 p.m. to 3.30 p.m. ... Every 15 minutes	3.30 p.m. to 5.00 p.m. ... Every 15 minutes	5.00 p.m. to 8.00 p.m. ... Every 15 minutes
NIGHT CARE					
8.45 p.m. and 9.15 p.m. ... Every 15 minutes	9.15 p.m. to 9.45 p.m. ... Every 15 minutes	9.45 p.m. to 10.15 p.m. ... Every 15 minutes	10.15 p.m. to 10.45 p.m. ... Every 15 minutes	10.45 p.m. to 11.15 p.m. ... Every 15 minutes	11.15 p.m. to 11.45 p.m. ... Every 15 minutes

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 7th to 9th December, 1907. The following cards were returned:—

CAPTAIN'S CUP.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
Mr. E. Davidson	93-14-79
Mr. H. G. Wilson, R.N.	86-6-80
Mr. A. Glavin	83-2-81
Lieut. H. C. R. Boucher, R.N.	88-7-81
Dr. Wm. Tait, R.N.	99-16-83
Mr. E. J. Grist	86-2-84
Mr. E. C. Lane	99-15-84
Mr. C. W. May	92-7-85
Mr. P. Tester	103-18-85

MAY CUP.	
Dr. L. A. Buis, R.N.	104-22-82
(2 entries).	

POOL.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
Lieut. H. C. R. Boucher, R.N.	84-7-77
Dr. G. M. Harston	88-9-79
Mr. T. S. Forrest	78-4-80
Dr. Wm. Tait, R.N.	99-16-83
Mr. E. J. Grist	86-2-84
Mr. C. W. May	92-7-85

WINNER OF CAPTAIN'S CUP.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
WINNER OF MAY CUP.	
Dr. L. A. Buis, R.N.	104-22-82

WINNER OF POOL.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	1/11 1/2
Do. demand	1/11 1/2
Do. 4 months' sight	1/11 1/2

Buying.	
London-Bank T.T.	2/44
Do. demand	2/44
Do. 4 months' sight	2/44

America-Bank T.T.	
Germany-Bank T.T.	1/99
India T.T.	1/146 1/2
Do. demand	1/146 1/2
Do. 4 months' sight	1/146 1/2

Shanghai-Bank T.T.	
Singapore T.T.	1/19 prem.
Japan-Bank T.T.	95
Java-Bank T.T.	1/174 1/2

Rugby.	
4 months' sight L/C	1/10
6 months' sight L/C	1/10 1/2
30 days' sight San Francisco & New York	1/48 1/2
4 months' sight	1/49 1/2
30 days' sight Sydney and Melbourne	1/20 1/2
4 months' sight	1/21 1/2
6 months' sight	1/22 1/2
4 months' sight Germany	1/20 1/2
Bar Silver	1/25 1/2
Bank of England rate	7 1/2
Bank of France	31 1/2
Sovereign	1/20 1/2

OPUM QUOTATIONS.	
To-day's quotations are as follows:	

Per picul.	
Malwa New	810/840
Old	850/880
Older	890/920
Oldest	900/950

Per chest.	
Patna New	900
Old	905
Patna New	880
Old	885
Persian (Paper)	—

SHIPPING AND MAELS.

MAELS DUE.

English (Delhi) 12th inst. 8 a.m.	
Canadian (Empress of India) 15th inst.	
Australian (Tasmanian) 17th inst.	

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 5 p.m. on 9th inst.

The Ben Line s.s. *Benlari*, from Antwerp and London, left Singapore on 7th inst. for this port.

The Imperial German Mail s.s. *York*, which left here on 5th inst., arrived at Shanghai today at 2 a.m.

The Imperial German Mail s.s. *Princess Alice*, which left here on 4th inst., arrived at Singapore on 8th inst. at 1 p.m.

The Java-China-Japan Line s.s. *Tsiliwangi* left Moji via Amoy for this port on 9th inst. and may be expected here on about 17th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 15th at 12.35 p.m.—The barometer has fallen very rapidly over Japan owing to the depression, which is moving Eastwards, in the N. part of the Sea of Japan.

Pressure has increased quickly over Northern and Central China which is now covered by an anticyclonic area of considerable intensity.

Gradients are steep generally, and strong monsoon gales may be expected in the Formosa Channel, and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, strong; fine.

2.—Formosa Channel, N.E. gale.

3.—East coast of China between Hongkong and Lanchow, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. gale.

Shipping.

Arrivals.

Zafiro, Br. s.s., 1,629, A. Fraser, 9th Dec.	
Manila 7th Dec, Hemp and Sugar, S. T. & Co.	

Vandalla, Br. s.s., 2,423, Vahsel, 9th Dec.	
New York 15th Dec, Gen.—H. A. L.	

Kiukiang, Br. s.s., 1,227, H. A. Wavell, 9th Dec.	
Shanghai 6th Dec, Gen.—B. & S.	

Anglin, Ger. s.s., 1,007, Chr. Kumpel, 9th Dec.	
Salon 3rd Dec, Rice and Meal, B. & S.	

Rashling, Br. s.s., 1,153, T. W. Pickhard, 9th Dec.	
Hilo 5th Dec, Gen.—B. & S.	

Dagoy, Nor. s.s., 889, J. A. Høllberg, 4th Dec.	
Alphonse 7th Dec, Gen.—Aagaard, Thorsen & Co.	

Armstrong, Br. s.s., 2,931, A. Stewart, 10th Dec.	
Calcutta via Penang and Singapore 4th Dec, Gen.—D. S. & Co., Ltd.	

Silesia, Ger. s.s., 2,111, T. Bable, 10th Dec.	
Shanghai 7th Dec, Gen.—H. A. L.	

Suisan, Br. s.s., 1,785, W. D. Welch, 10th Dec.	
Singapore 1st Dec, Gen.—J. W. M. & Co.	

Patali, Ger. s.s., 1,086, W. Hubner, 10th Dec.	
Europe via Bangkok 27th Nov, Rice and Gen.—Order.	

Huphe, Br. s.s., 1,205, H. Mathias, 10th Dec.	
Haiphong and Hoihow 8th Dec, Gen.—B. & S.	

Clearances at the Harbour.

<i>Hokuto Maru</i> , for Sourabaya.	
<i>Chipping</i> , for Canton.	

<i>Phuyen</i> , for Hongkong.	
<i>Kiukiang</i> , for Canton.	

<i>Forest Dale</i> , for Newcastle.	
<i>Nanchang</i> , for Ningpo.	

<i>Taiwan</i> , for Shanghai.	
<i>Aki Maru</i> , for Shanghai.	

<i>Progress</i> , for Sandakan.	
<i>Tamling</i> , for Manila.	

<i>Tremont</i> , for Moji.	
<i>Silesia</i> , for Singapore.	

<i>Polynesia</i> , for Europe.	
<i>Armand Delic</i> , for Shanghai.	

<i>Tremont</i> , for Tacoma.	
<i>Tolani Maru</i> , for Shanghai.	

<i>Hajima</i> , for Swatow.	
<i>Dajima Maru</i> , for Swatow.	

<i>Johanna</i> , for Swatow.	
<i>Whizang</i> , for Hongkong.	

<i>Chinkiang</i> , for Canton.	
<i>Aki Maru</i> , for Shanghai.	

<i>Yokohama Maru</i> , for Swatow.	
<i>Shoshu Maru</i> , for Swatow.	

<i>Chipping</i> , for Canton.	
-------------------------------	--

THE HONGKONG TELEGRAPH.

The time of posting ordinary letters with an extra fee of 10 cents intended to be despatched by the English and French Mails to Europe has now been extended till noon.

A Mail will close for—

Shanghai—Per *Suisan*, 11th Dec., 11 A.M.
Macao—Per *Sui Tai*, 11th Dec., 11 P.M.

Singapore, Samarang and Sourabaya—Per *Onang*, 11th Dec., 2 P.M.

Saigon—Per *Hanyang*, 11th Dec., 3 P.M.
Shanghai—Per *Kashing*, 11th Dec., 3 P.M.

Amoy—Per *Hanyang*, 11th Dec., 3 P.M.
Singapore—Per *Taiwan*, 11th Dec., 11 A.M.

Saigon—Per *Laurel*, 12th Dec., 11 A.M.
Singapore, Penang and Bombay—Per *Laurel*, 12th Dec., 11 A.M.

Macao—Per *Sui Tai*, 12th Dec., 11 P.M.
Singapore, Penang and Calcutta—Per *Kum-jang*, 12th Dec., 2 P.M.

Shanghai—Per *Hanyang*, 12th Dec., 3 P.M.
Hoiohow and Haiphong—Per *Huphe*, 12th Dec., 3 P.M.

Shanghai, Yokohama, Kobe and Moji—Per *Aratoun*, 13th Dec., 11 A.M.

Macao—Per *Sui Tai*, 13th Dec., 11 P.M.
Manila—Per *Pujiang*, 13th Dec., 3 P.M.

Shanghai—Per *Washing*, 13th Dec., 3 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiwan*, 13th Dec., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Asia*, 14th Dec., 10 A.M.

Europe, India, via Tientsin—Per *Malta*, 14th Dec., 11 A.M.

Manila—Per *Zafiro*, 14th Dec., 11 A.M.
Macao—Per *Sui Tai*, 14th Dec., 11 P.M.

Cebu and Hoiohow—Per *Kajong*, 13th Dec., 3 P.M.

Swatow and Shanghai—Per *Kiukiang*, 13th Dec., 3 P.M.

Europe & India, via Tientsin—Per *Princess Regent*, 14th Dec., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of China*, 10th Dec., 3 P.M.

Batavia, Cheribon, Samang, Sourabaya and Macassar—Per *Taiwan*, 10th Dec., 3 P.M.

Manila—Per *Longyang*, 20th Dec., 3 P.M.
Manila—Per *Rubi*, 21st Dec., 11 A.M.

Shanghai—Per *Kashing*, 21st Dec., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 24th Dec., 11 A.M.

Europe & India, via Tientsin—Per *Silesia*, 25th Dec., 11 A.M.

Manila, Simponhafen, Fr. Wilhelmshafen, Herberstahle, Matupi, Brisbane, Sydney and Melbourne—Per *Asia*, 21st Jan., 4 P.M.

Arrivals at home—12th November—*Nera*, *Transpolar*, *Brasilia*, *Deceit*, *Slovania*, *Sambila*, 19th November—*Goeben*, *Agamemnon*, *Antenor*, *Bombay Maru*, 20th November—*Namur*, 22nd November—*Kielit*, *Sakuma*, *Awa Maru*, 25th November—*Socotra*, 26th November—*Glentworth*, *Longor*, 29th November—*Yarra*, 31st December—*Ghazet*, *Sikh*, *Devalon*, 6th December—*Roon*.

CHINA COAST METEOROLOGICAL REGISTER.

December 9th, 1907, a.m.

Bar. Th. Hu. Wind Wt.

Vladivostok	7 a.m.	—	—	—	—
Nemuro	7 a.m.	—	—	—	—

Hakodate	7 a.m.	—	—	—	—
Tokyo	7 a.m.	—	—	—	—

Kobe	7 a.m.	—	—	—	—
Nagasaki	7 a.m.	—	—	—	—

Kagoshima	7 a.m.	—	—	—	—
Oshima	7 a.m.	—	—	—	—

Naha	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Wanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Kiukiang	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Shanghai	7 a.m.	—	—	—	—
Shanghai	7 a.m.	—	—	—	—

Sh

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT CLOSING QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	5 1/2	\$730
Do. (new)	40,000	\$125	\$125	\$1,750,000			\$710
National Bank of China, Limited	99,925	£7	£6	£12,715	\$71,233	5 1/2	\$51
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	£250	£50	£1,500,000	none	8 1/2	\$250
North China Insurance Company, Limited	10,000	£15	£5	£100,000	£12,444	6 1/2	£15 80 buyers
Union Insurance Society of Canton, Limited	12,400	£250	£100	£1,500,000	£1,400,400	5 1/2	\$780 sales
Yangtze Insurance Association, Limited	8,000	£100	£50	£1,000,000	£391,520	8 1/2	\$150 sellers & c.
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	£100	£50	£1,000,000	£1,020,980	8 1/2	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	£1,000,000	£1,335,236	12 1/2	\$320
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	6 1/2	\$15
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$750,000	Nil	10 1/2	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	£27,191	6 1/2	\$30 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£60,000	£3,694	3 1/2	\$40 sellers
Do. (Deferred)	60,000	£5	£5	£60,000		12 1/2	\$38 sellers
Shanghai Tug and Lighter Company, Limited	200,000	£10	£10	£1,000,000	£13,337	11 1/2	£10 44 buyers
Do. (Preference)	100,000	£10	£10	£1,000,000	£172,370	4 1/2	£10 43 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000	£137	4 1/2	\$21 buyers
"Star" Ferry Company, Limited	10,000	£10	£5	£100,000	£1,410,479	12 1/2	\$100 buyers
Taku Tug and Lighter Company, Limited	30,000	£10	£10	£300,000	£18,730	12 1/2	£10 48 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	£100	£100	£1,000,000	£1,021,8	8 1/2	\$100
Luzon Sugar Refining Company, Limited	7,000	£100	£100	£700,000	£1,000,000	5 1/2	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	£10	£10	£70,000	£1,000,000	5 1/2	£10 80 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£11,556	7 1/2	£1 15 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	£4,873	11 1/2	£1
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	£450,000	£10,335	12 1/2	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	£2,000,000	£13,047	6 1/2	£65
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	£2,500,000	£101,580	8 1/2	\$67 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	£100	£100	£5,570,000	£10,459	4 1/2	£10 73 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	£100	£100	£3,600,000	£12,117	9 1/2	£10 108 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	£100	£100	£2,500,000	£13,388	6 1/2	£10 102
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	£10,908	10 1/2	\$21 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	£10,178	13 1/2	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	£10,925	10 1/2	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	£10,218	7 1/2	\$95
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	£11,567	7 1/2	\$10
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000	£1,080	7 1/2	\$55 sellers
Shanghai Land Investment Company, Limited	78,000	£10	£10	£780,000	£11,078	7 1/2	£10 100 buyers
West Point Building Company, Limited	12,500	£50	£50	£625,000	£11,519	8 1/2	\$48 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	£10	£10	£150,000	£11,086	20 1/2	£10 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	£10	£10	£150,000	£11,269	5 1/2	\$10
International Cotton Manufacturing Company, Ltd.	10,000	£10	£10	£100,000	£11,211	11 1/2	£10 50 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	£100	£100	£800,000	£11,469	11 1/2	£10 70 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	£100	£100	£700,000	£11,563	11 1/2	£10 280 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	£1,075,500	£638	9 1/2	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	£10,553	10 1/2	\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	£11,889	11 1/2	£10 621 sellers
China Flour Mill Co., Limited	10,000	£10	£10	£100,000	£11,889	11 1/2	£10
China Light and Power Company, Limited	10,000	£10	£10	£100,000	£11,889	11 1/2	£10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	£11,889	11 1/2	£10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,875,000	£11,889	11 1/2	£10
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	£11,889	11 1/2	£10
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	£11,889	11 1/2	£10
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	£11,889	11 1/2	£10
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	£11,889	11 1/2	£10
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	£11,889	11 1/2	£10
Maatschappij tot Mijn. Bosch en Landbouw	25,000	£100	£100	£2,500,000	£11,889	11 1/2	£10
Plantation in Langkat, Limited	25,000	£10	£10	£250,000	£11,889	11 1/2	£10
Peak Tramways Company, Limited	50,000	\$10	\$10	\$500,000	£11,889	11 1/2	£10
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	£11,889	11 1/2	£10
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	£11,889	11 1/2	£10
Shanghai Gas Company, Limited	24,000	£10	£10	£240,000	£11,889	11 1/2	£10
Shanghai Horse Bazaar Co., Ltd.	5,400	£10	£10	£54,000	£11,889	11 1/2	£10
Shanghai Pulp and Paper Company, Limited	4,500	£100	£100	£450,000	£11,889	11 1/2	£10
Shanghai-Sumatra Tobacco Company, Limited	30,000	£10	£10	£300,000	£11,889	11 1/2	£10
Shanghai Waterworks Company, Limited	16,350	£20	£20	£327,000	£11,889	11 1/2	£10
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	£11,889	11 1/2	£10
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	£11,889	11 1/2	£10
Tientsin Waterworks Company, Limited	2,000	£100	£100	£200,000	£11,889	11 1/2	£10
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	£11,889	11 1/2	£10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	£11,889	11 1/2	£10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	£11,889	11 1/2	£10
William Powell, Limited	15,000	\$10	\$10	\$150,000	£11,889	11 1/2	£10

* These shares are entitled to half of the profits.

Hails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain R. A. Peter, carrying His Ma-
jesty's Mail, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 14th
December, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *Moldavia*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*,
due in London on 25th January, 1908.Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th November, 1907.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
CEYLON, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOUBANE"

Captain Lancelotti, will be despatched for
MARSEILLES, on TUESDAY, the 24th
December, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ARMAND BEHIC* ... 7th Jan, 1908S.S. *SALAZIE* ... 14th Jan, 1908J. MILLET,
Agent

Hongkong, 10th December, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. " " " " " "

For Freight and further information, apply

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th October, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.

DEPOT

FOR

EASTMAN'S

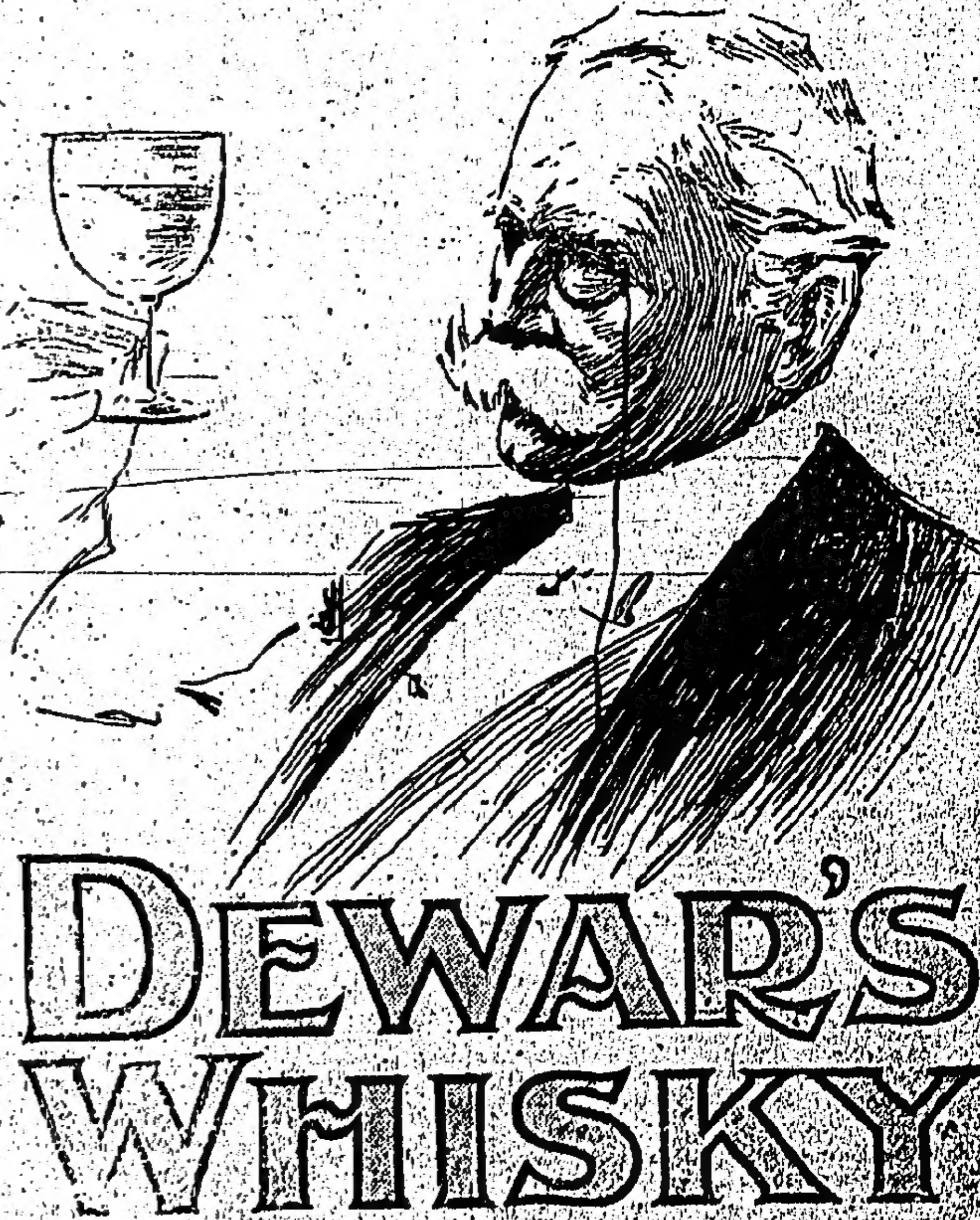
KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.



Sole Agents. BUMANN & BERBLINGER.

16, 18 & 17, Cornhill, Road Central.